

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2021-2024

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### ADMINISTRATIVE MODIFICATION #2021.318

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#### **I. Proposed Action:**

Modify the KYTC's FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include Clarksville Urbanized Area MPO's Amendment #2 to the FY 2023-2026 Transportation Improvement Program (TIP).

#### **Location:**

Clarksville Urbanized Area Metropolitan Planning Organization

#### **II. Scope of Activity:**

See the attachments for detail information.

#### **III. Additional Remarks:**

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2024 "fiscal constraint" recalculations.

#### **IV. Administrative Modification Approval:**

Modification Recommended for Approval:

Approval of Modification:

Ronald B. Rigney      7/19/2024

Kentucky Transportation Cabinet      Date

Ronald B. Rigney, Director

Division of Program Management

\_\_\_\_\_  
Federal Highway Administration      Date



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

Michael Ziarnek  
MPO Director  
[michael.ziarnek@cityofclarksville.com](mailto:michael.ziarnek@cityofclarksville.com)

329 MAIN STREET  
CLARKSVILLE, TN 37040  
PHONE: (931)645-7448

Jill Hall  
Transportation Planner  
[jhall@cityofclarksville.com](mailto:jhall@cityofclarksville.com)

July 18, 2024

Thomas Witt, P.E.  
KYTC, Division of Planning  
Metropolitan Planning Team

RE: Clarksville Urbanized Area MPO Amendment KYTC #2 to the TIP

Dear Mr. Witt:

The Clarksville Urbanized Area MPO Technical Coordinating Committee (TCC) met on July 18, 2024 to recommend approval of an amendment to the FY2023-FY2026 Transportation Improvement Program (TIP). The Clarksville Urbanized Area MPO Executive Board met on July 18, 2024 and approved the recommended FY2023-FY2026 TIP amendment KYTC #2. The detailed TIP amendment KYTC #2 is attached, and was made available for public comment on July 3, 2024 and no public comments were received during the public comment period.

The MPO has determined that amendment KYTC #2 conforms to the State Implementation Plan (SIP), complies with the Clean Air Act, FAST Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements.

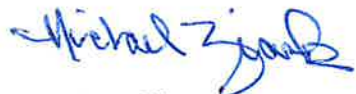
The formal public participation process began with the publication of the MPO's TCC and Executive Board meeting on July 3, 2024 in four publications: The Kentucky New Era, The Clarksville Leaf Chronicle, The Eagle Post and The Azul 615; displayed on the CTS buses, public facilities, on the CUAMPO website and available at the RPC office. The amendment was subject to all required public participation requirements set forth in our Public Participation Plan.

The project is exempt from air quality conformity; therefore, no conformity determination was required for the amendment per the IAC.

The attached resolution outlines the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the FY2023-FY2026 TIP. These findings demonstrate that the FY2023-FY2026 TIP meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS. It is therefore the request by the Clarksville Urbanized Area MPO that the TIP amendment KYTC #2 be forward to the appropriate federal agencies for approval.

Should you have any questions, please contact me at your convenience at (931) 645-7448 or by email.

Sincerely,

A handwritten signature in blue ink that reads "Michael Ziarnik". The signature is written in a cursive style with a large, stylized initial "M".

Michael Ziarnik, Director  
Clarksville MPO

Attachment



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

Michael Ziarnek  
MPO Director  
[michael.ziarnek@cityofclarksville.com](mailto:michael.ziarnek@cityofclarksville.com)

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Jill Hall  
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To: Thomas Witt, P.E.  
KYTC, Division of Planning

From: Michael Ziarnek, Clarksville MPO Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO FY2023-2026  
Transportation Improvement Program (TIP), Amendment KYTC #2

Date: July 18, 2024

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment KYTC #2 is complete. After the MPO Staff review, the following determinations were made:

1. The amendment is consistent with the MPO Executive Board adopted Metropolitan Transportation Plan (MTP).
2. The projects are exempt projects from air quality conformity.
3. Funding sources and revised tables are attached with each project.

**Dates and Locations of Consideration of Amendment:**

Joint MPO Technical Coordinating Committee and MPO Executive Board Meeting, 9:00 AM,  
Thursday, July 18, 2024 at the RPC lower conference room.

**Date for Publication of Public Notices:**

July 3, 2024

**Copy of the TIP Pages for the Amendments and demonstration of Existing Fiscal Constraint:**

The TIP amendment and Resolution is attached. Individual TIP pages have been included showing the new amended TIP page and the original TIP page. The tables have been revised and included to show that the TIP remains fiscally constrained.

**RESOLUTION 2024-14**

**APPROVING AMENDMENT KYTC #2 TO THE FY2023-FY2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN  
PLANNING ORGANIZATION (MPO)**

**WHEREAS**, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee (TCC) for selection by the Executive Board to be advanced during the program period; and

**WHEREAS**, to amend the FY2023-FY2026 TIP for the addition of the category titled “Planning and Technical Studies” to the Kentucky Grouped Projects List, with a funding amount of \$335,943.00 on page 32 of the TIP. This is needed for the SS4A Safety Action Plan awarded to the Pennyryle Area Development District (PADD) for the counties of Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, and Trigg; and


**WHEREAS**, members of the Interagency Consultation (IAC) agreed that this amendment is exempt from air quality conformity and did not required the associated CDR be provided for the FY2023-FY2026 TIP per the federal transportation conformity requirements in 40 CFR Part 93; and

**WHEREAS**, the locally developed Participation Plan has been followed. The 14 - day public review period began on July 3, 2024 and ended July 17, 2024. Said document was made available for review; and

**WHEREAS**, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment KYTC #2 to the Executive Board;

**NOW, THEREFORE, BE IT RESOLVED**, that the Clarksville Urbanized Area Metropolitan Planning Organization’s Executive Board does adopt Amendment KYTC #2 of the FY2023-FY2026 TIP.

**Resolution Approved:** July 18, 2024

  
\_\_\_\_\_  
Mayor Joe Pitts, Chairman  
Clarksville Urbanized Area MPO

**1.11b KYTC Grouping:**

For the reasons noted above, KYTC and the Clarksville MPO have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Kentucky portion of the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO for KYTC are shown below in Figure 13. The list of grouped projects utilized here is recommended by KYTC. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

**Figure 13. Clarksville MPO Kentucky Grouped Projects List**

Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000.00
Pavement widening with no additional travel lanes	\$50,000.00
Shoulder improvements	\$50,000.00
Slope stabilization/landslide repairs	\$50,000.00
Drainage improvements	\$50,000.00
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000.00
Bridge painting	\$50,000.00
Bridge inspections	\$25,000.00
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000.00
Traffic signal maintenance and operations	\$25,000.00
Highway signage	\$25,000.00
Lighting improvements	\$25,000.00
Skid treatments	\$100,000.00
Sight distance improvements	\$100,000.00
Curve realignment projects	\$100,000.00
Median installation	\$50,000.00

# FY2023-FY2026 Transportation Improvement Program

*New  
Amendment  
KYTC #2  
7/18/24*

Fencing	\$25,000.00
Guardrail/median barriers/crash cushions	\$100,000.00
Pavement markers and markings	\$100,000.00
Railroad/highway crossing safety improvements and warning devices	\$75,000.00
Highway Safety Improvement Program projects	\$173,190.48
Driver education programs	\$75,000.00
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000.00
Operating assistance to transit agencies	\$125,000.00
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000.00
Rehabilitation of transit vehicles	\$25,000.00
Construction of transit passenger shelters and information kiosks	\$10,000.00
Transportation enhancement activities including street-scaping, landscaping, plantings, and informational signs	\$100,000.00
<b>Planning and Technical Studies</b>	<b>\$335,943.00</b>

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects in Figure 12 are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

## **Air Quality:**

In April 2004, Christian and Montgomery Counties were designated non-attainment by the U.S. EPA for failure to meet the recently revised 1997 National Ambient Air Quality Standard (NAAQS) for ozone. On November 21, 2005 Montgomery County was designated maintenance by the EPA for the 1997 ozone standard. On February 24, 2006 Christian County was designated maintenance by the EPA for the 1997 ozone standard. Based on 2006-2008 PM2.5 air quality monitoring data for the 2006 24 hour PM2.5 NAAQS, Montgomery County was determined by the EPA to be in attainment for that standard. The limited revocation by EPA of the 1997 ozone NAAQS on July 20, 2013 applied to transportation conformity; therefore, no conformity determination was performed in conjunction with the 2040 MTP. The court ruled to vacate EPA's decision to revoke the transportation conformity requirements for the 1997 ozone standard on December 23, 2014. On February 13, 2015, the EPA Administrator signed the final 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The final rule revoked the 1997 ozone NAAQS and the associated transportation conformity requirement. On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on South Coast Air Quality Management District versus the US Environmental Protection Agency, which related to the

## FY2023-FY2026 Transportation Improvement Program

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